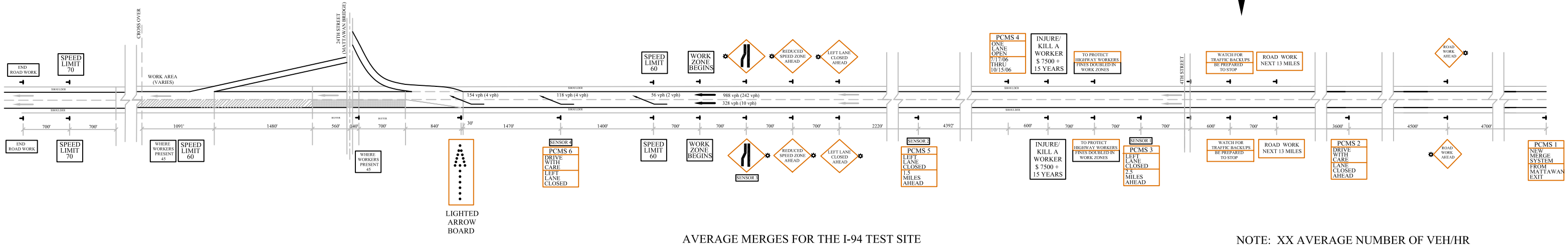
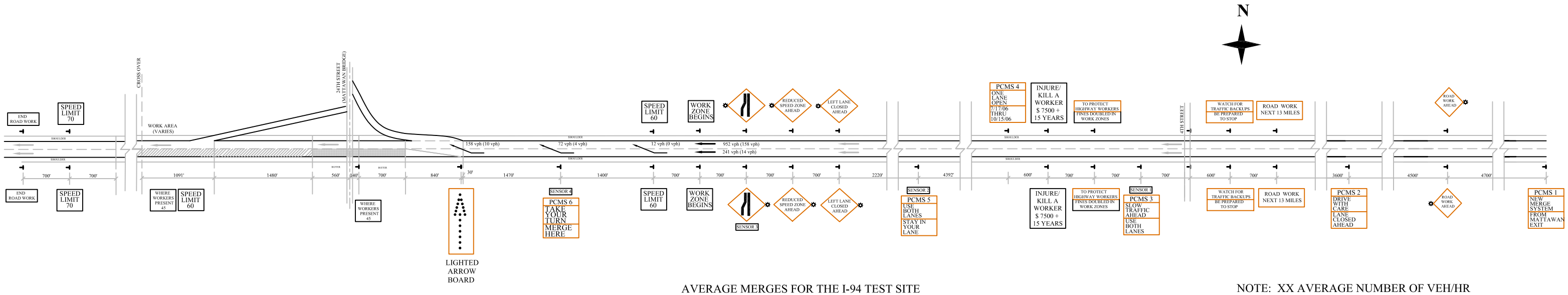


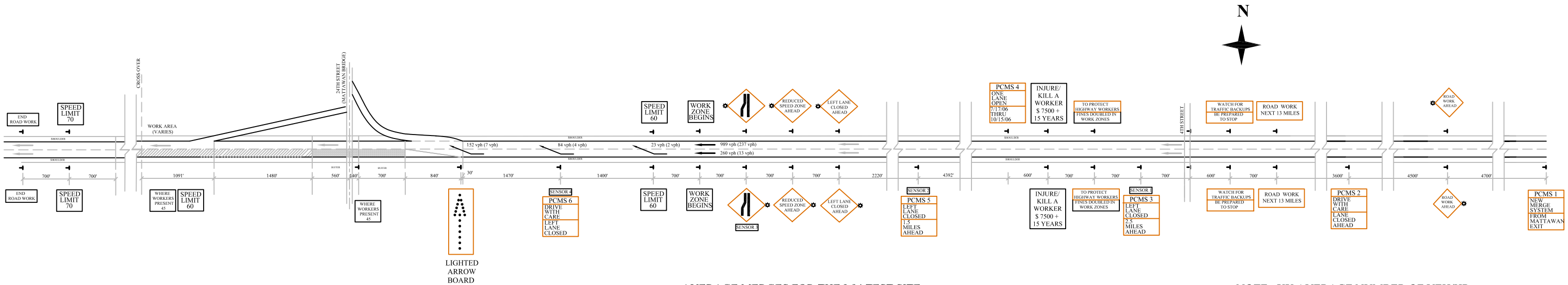
AVERAGE MERGES FOR THE I-94 TEST SITE
FOR THE NON-CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



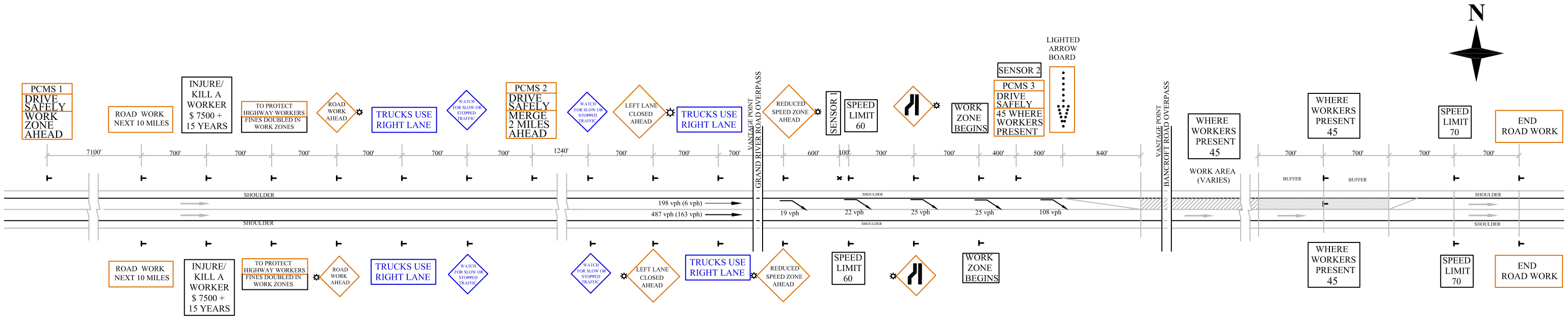
AVERAGE MERGES FOR THE I-94 TEST SITE
FOR THE CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



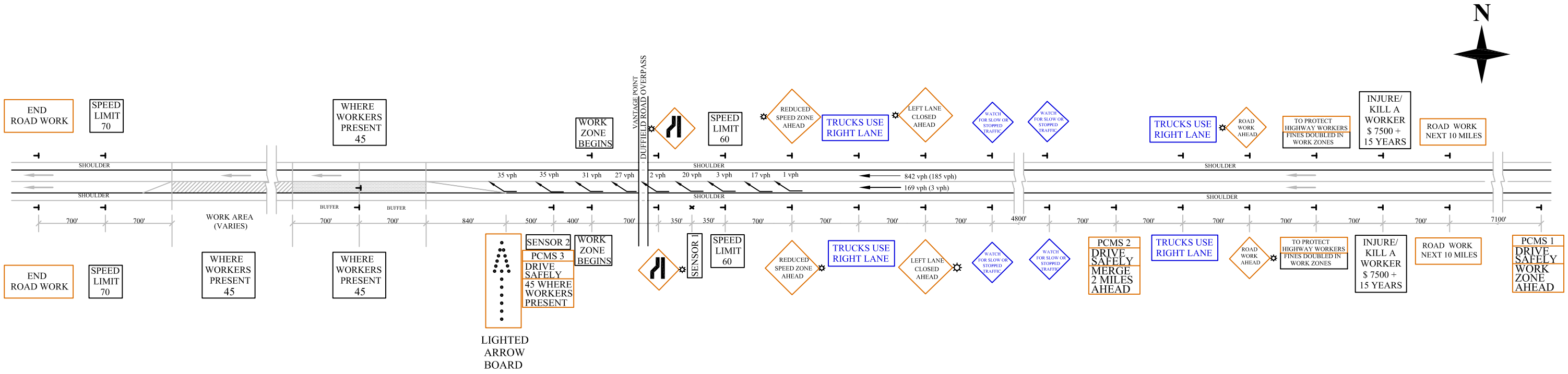
AVERAGE MERGES FOR THE I-94 TEST SITE
FOR THE OFF-PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



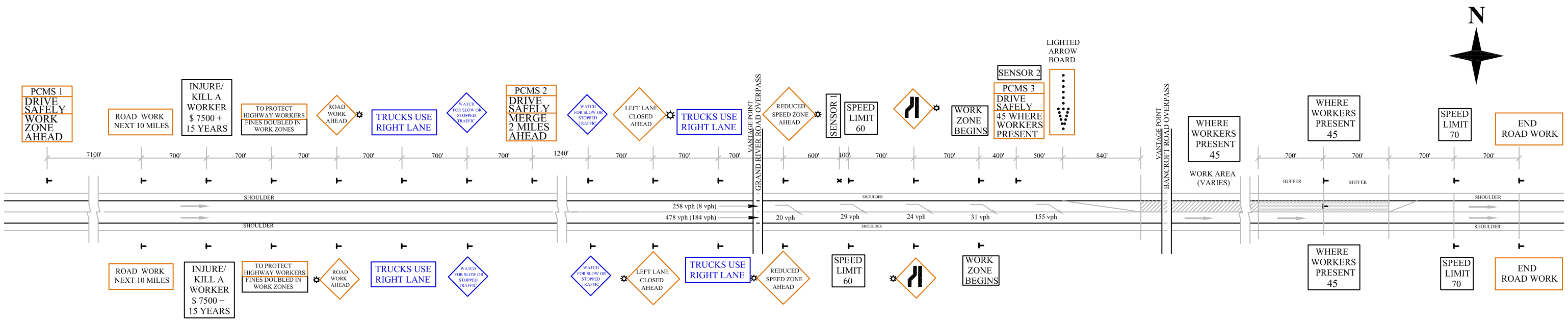
AVERAGE MERGES FOR THE I-69 EB TEST SITE
FOR THE AM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



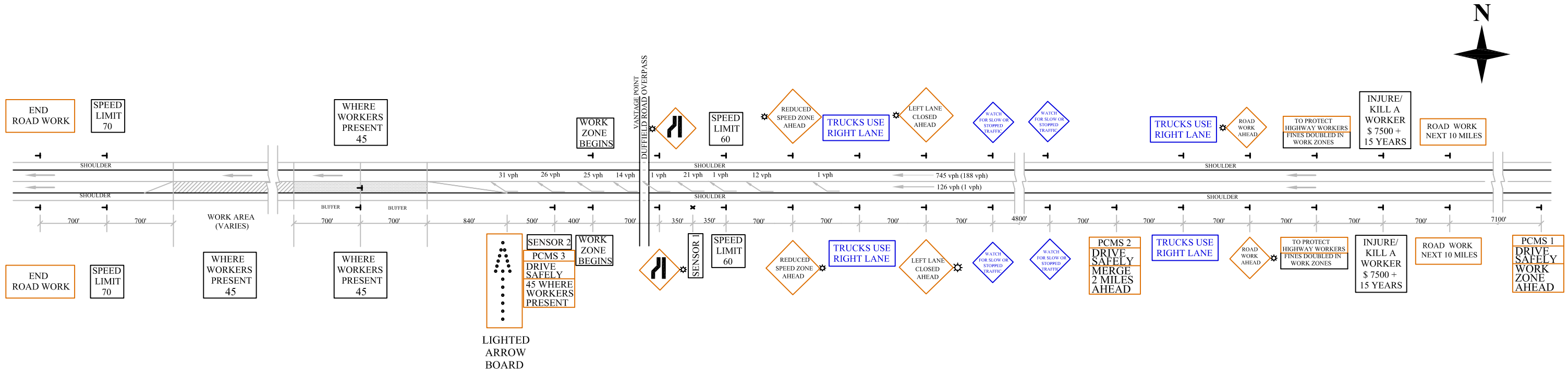
AVERAGE MERGES FOR THE I-69 WB TEST SITE
FOR THE AM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



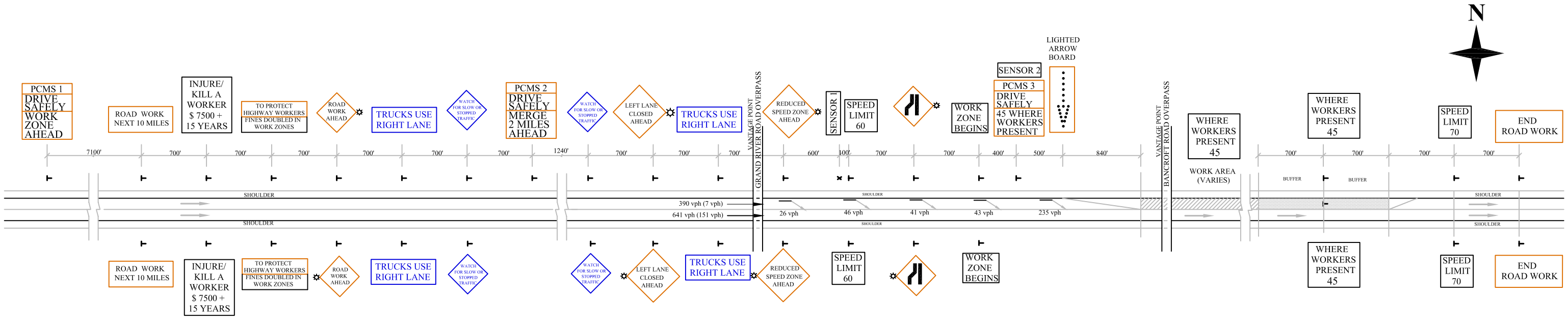
AVERAGE MERGES FOR THE I-69 EB TEST SITE
FOR THE MIDDAY PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



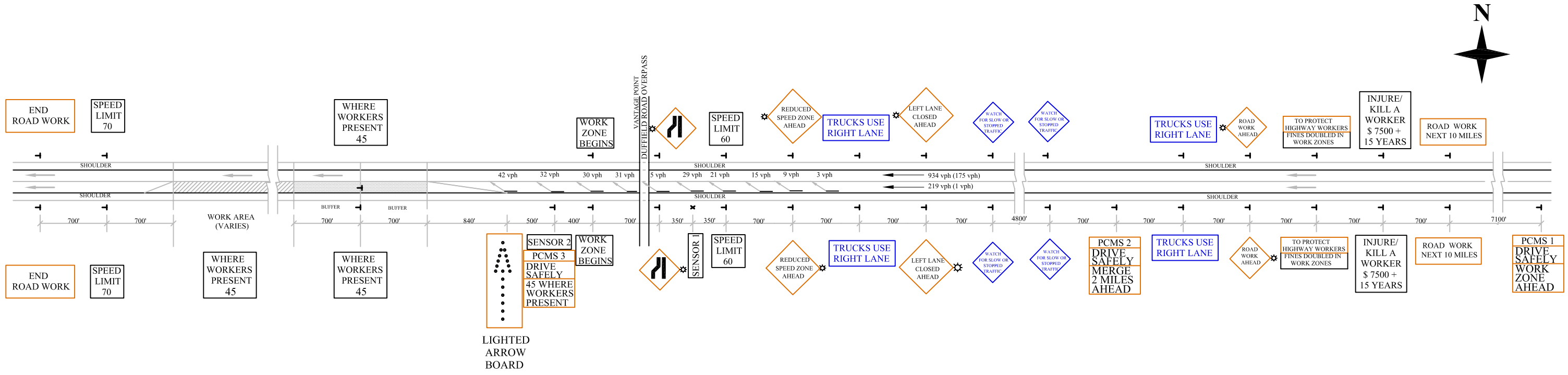
AVERAGE MERGES FOR THE I-69 WB TEST SITE
FOR THE MIDDAY PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



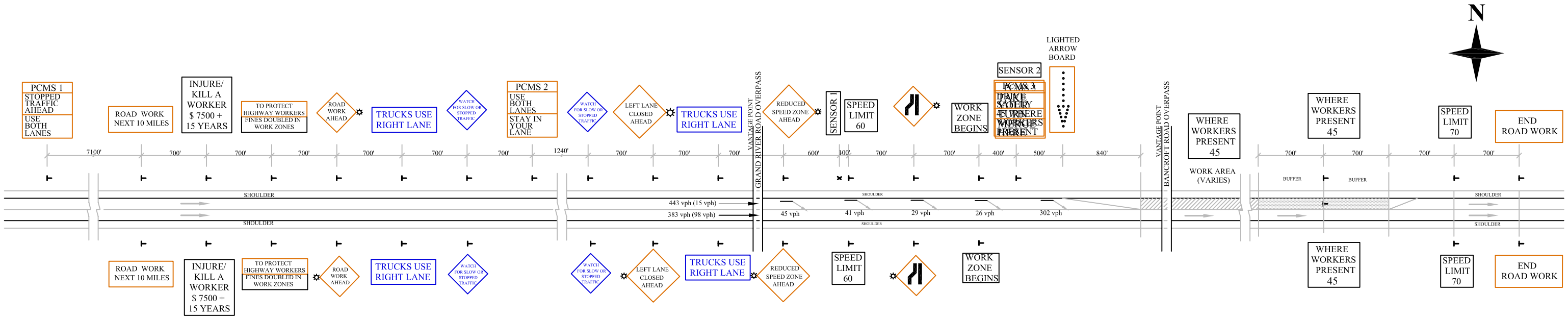
AVERAGE MERGES FOR THE I-69 EB TEST SITE
FOR THE NON-CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



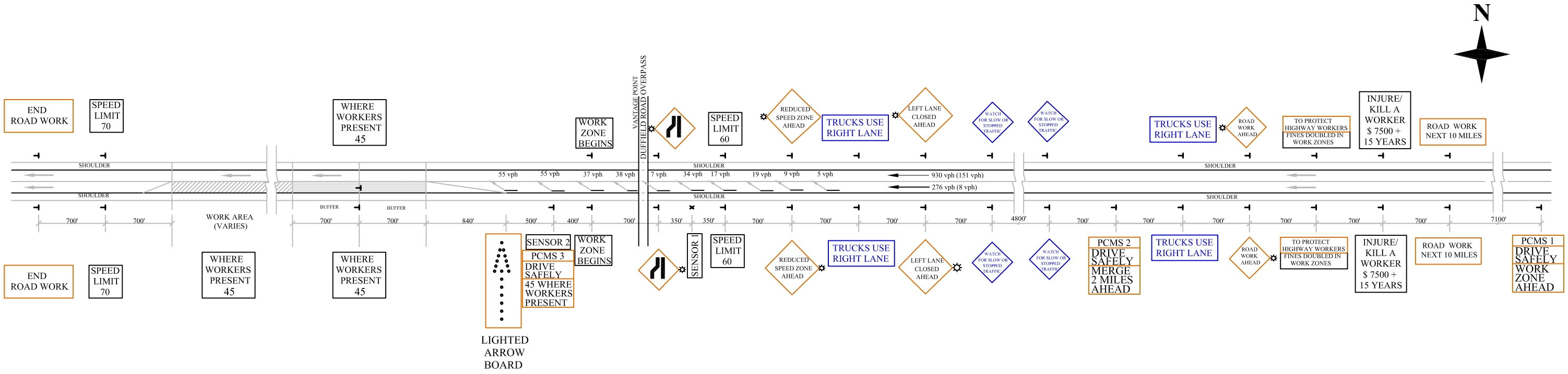
AVERAGE MERGES FOR THE I-69 WB TEST SITE
FOR THE NON-CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



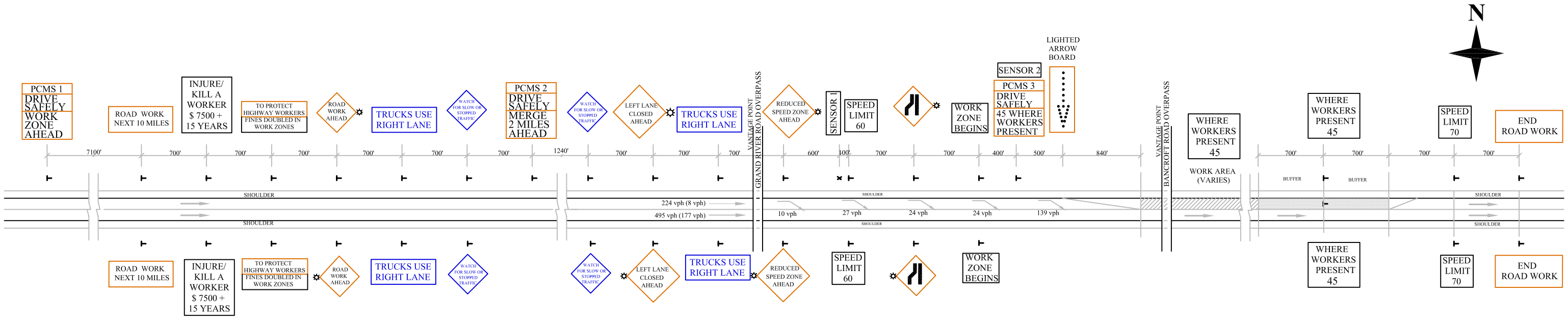
AVERAGE MERGES FOR THE I-69 EB TEST SITE
FOR THE CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



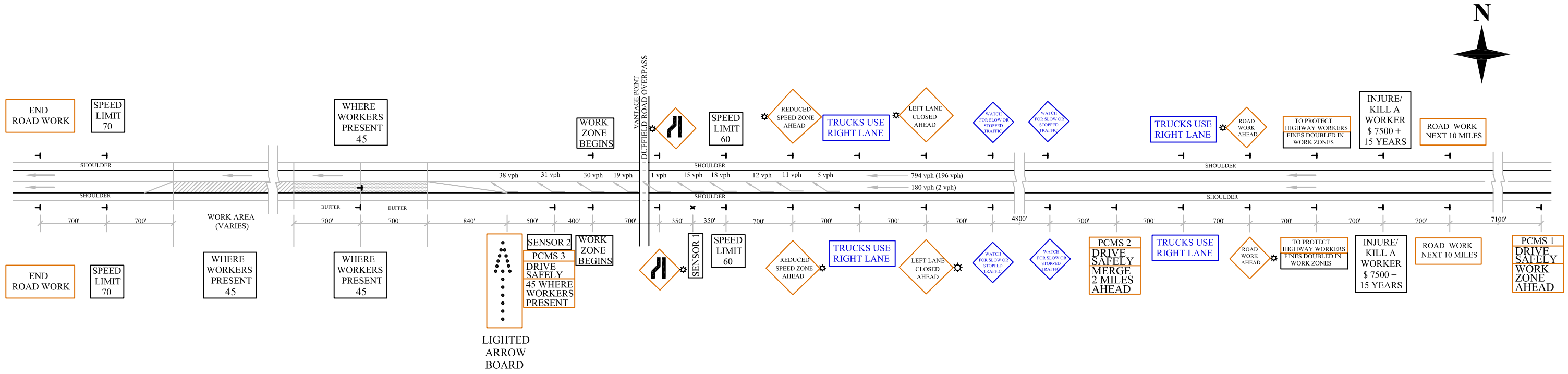
AVERAGE MERGES FOR THE I-69 WB TEST SITE
FOR THE CONGESTED PM PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



AVERAGE MERGES FOR THE I-69 EB TEST SITE
FOR THE OFF-PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR



AVERAGE MERGES FOR THE I-69 WB TEST SITE
FOR THE OFF-PEAK PERIOD

NOTE: XX AVERAGE NUMBER OF VEH/HR
(XX) AVERAGE NUMBER OF COMMERCIAL VEH/HR

APPENDIX II – CALCULATIONS

ADT Calculations

$$EB\ I-94 = \frac{990}{0.08} = 12{,}375\ vehicles/day$$

$$WB\ I-94 = \frac{1{,}360}{0.08} = 17{,}000\ vehicles/day$$

$$EB\ I-69 = \frac{1{,}038}{0.08} = 12{,}975\ vehicles/day$$

$$WB\ I-69 = \frac{1{,}214}{0.08} = 15{,}175\ vehicles/day$$

Crash Rate Calculations

$$Crash\ Rate \equiv \frac{Total\ No.\ of\ Crashes \times 10^6}{ADT \times No.\ of\ Days\ System\ Deployed \times Segment\ Length}$$

$$EB\ I\text{–}94\ Crash\ Rate \equiv \frac{15 \times 10^6}{12{,}375 \times 84 \times 14.3} = 1.01$$

$$WB\ I\text{–}94\ Crash\ Rate \equiv \frac{24 \times 10^6}{17{,}000 \times 85 \times 16.7} = 0.99$$

$$EB\ I\text{–}69\ Crash\ Rate \equiv \frac{51 \times 10^6}{12{,}975 \times 201 \times 11.5} = 1.70$$

$$WB\ I\text{–}69\ Crash\ Rate \equiv \frac{50 \times 10^6}{15{,}175 \times 201 \times 12.3} = 1.33$$

Mean Travel Time Delay Statistical Calculations

$$s_P = \sqrt{\frac{(n_C - 1)s_C^2 + (n_T - 1)s_T^2}{n_C + n_T - 2}} = \sqrt{\frac{(6-1) \times 115.90^2 + (7-1) \times 79.01^2}{6+7-2}} = 97.5237$$

$$t_{calculated} = \frac{\overline{X_T} - \overline{X_C}}{s_P\sqrt{\frac{1}{n_T} + \frac{1}{n_C}}} = \frac{181.25 - 67.58}{97.5237\sqrt{\frac{1}{7} + \frac{1}{6}}} = 2.09$$

$$df = n_C + n_T - 2 = 7 + 6 - 2 = 11$$

$t_{critical} = 1.796$ @ α=0.05 (see 1-tail t-distribution table in Appendix IV)

Mean Travel Speed Statistical Calculations

$$s_P = \sqrt{\frac{(n_C - 1)s_C^2 + (n_T - 1)s_T^2}{n_C + n_T - 2}} = \sqrt{\frac{(6-1)\times 13.68^2 + (7-1)\times 18.11^2}{6 + 7 - 2}} = 16.2468$$

$$t_{calculated} = \frac{\overline{X_T} - \overline{X_C}}{s_P\sqrt{\frac{1}{n_T} + \frac{1}{n_C}}} = \frac{47.57 - 29.5}{16.2468\sqrt{\frac{1}{7} + \frac{1}{6}}} = 1.9992$$

$$df = n_C + n_T - 2 = 7 + 6 - 2 = 11$$

$t_{critical} = 1.796$ @ α=0.05 (see 1-tail t-distribution table in Appendix IV)

Crash Analysis Statistical Calculations

$$E_F = C_F \times \frac{Test\ ADT}{Control\ ADT} \times \frac{T_T}{T_C} = 15 \times \frac{17{,}000}{12{,}375} \times \frac{85}{84} = 20.85 \cong 21$$

$$Percent\ Change \equiv \frac{E_F - A_F}{E_F} \times 100 = \frac{21 - 24}{21} \times 100 = 14.29\% \cong 14\%$$

APPENDIX III – STATISTICAL TABLES

The t distribution for 1-tail test. (Values of t_c where α equals the area under the t-distribution to the right of t .)

Degrees of Freedom	α-level			
	0.20	0.10	0.05	0.01
1	1.376	3.078	6.314	31.821
2	1.061	1.886	2.920	6.965
3	0.978	1.638	2.353	4.541
4	0.941	1.533	2.132	3.747
5	0.920	1.476	2.015	3.365
6	0.906	1.440	1.943	3.143
7	0.896	1.415	1.895	2.998
8	0.889	2.397	1.860	2.896
9	0.883	1.383	1.833	2.821
10	0.879	1.372	1.812	2.764
11	0.876	1.363	1.796	2.718
12	0.873	1.356	1.782	2.681
13	0.870	1.350	1.771	2.650
14	0.868	1.345	1.761	2.624
15	0.866	1.341	1.753	2.602
16	0.866	1.337	1.746	2.583
17	0.863	1.333	1.740	2.567
18	0.862	1.330	1.734	2.552
19	0.861	1.328	1.729	2.539
20	0.860	1.325	1.725	2.528
21	0.859	1.323	1.721	2.518
22	0.858	1.321	1.717	2.508
23	0.858	1.319	1.714	2.500
24	0.857	1.318	1.711	2.492
25	0.856	1.316	1.708	2.485
26	0.856	1.315	1.706	2.479
27	0.855	1.314	1.703	2.473
28	0.855	1.313	1.701	2.467
29	0.854	1.311	1.699	2.462
30	0.854	1.310	1.697	2.457
40	0.851	1.303	1.684	2.423
60	0.848	1.296	1.671	2.390
120	0.845	1.289	1.658	2.358
∞	0.842	1.282	1.645	2.326

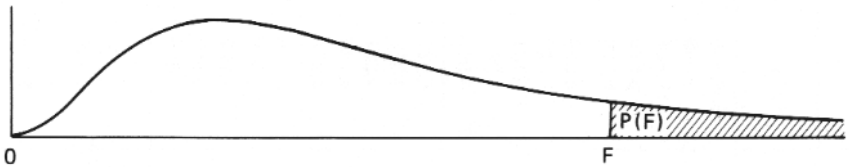


TABLE 8-7. CRITICAL POINTS ON THE *F*-DISTRIBUTION

$$P(F) = \int_F^\infty \frac{(f_1 + f_2 - 2)/2!}{(f_1 - 2)/2!\,(f_2 - 2)/2!} f f_1/2 f f_2/2 F^{(f_1-2)/2} (f_2 + f_1 F)^{-(f_1+f_2)/2}\, dF$$

NOTE: The number of degrees of freedom for the numerator is f_1, *for the denominator,* f_2.

$P(F) = 0.10$

f_2 \ f_1	1	2	3	4	5	6	7	8	9	10	12	15	20	24	30	40	60	120	∞
1	39.86	49.50	53.59	55.83	57.24	58.20	58.91	59.44	59.86	60.20	60.70	61.22	61.74	62.00	62.26	62.53	62.79	63.06	63.33
2	8.53	9.00	9.16	9.24	9.29	9.33	9.35	9.37	9.38	9.39	9.41	9.42	9.44	9.45	9.46	9.47	9.47	9.48	9.49
3	5.54	5.46	5.39	5.34	5.31	5.28	5.27	5.25	5.24	5.23	5.22	5.20	5.18	5.18	5.17	5.16	5.15	5.14	5.13
4	4.54	4.32	4.19	4.11	4.05	4.01	3.98	3.95	3.94	3.92	3.90	3.87	3.84	3.83	3.82	3.80	3.79	3.78	3.76
5	4.06	3.78	3.62	3.52	3.45	3.40	3.37	3.34	3.32	3.30	3.27	3.24	3.21	3.19	3.17	3.16	3.14	3.12	3.10
6	3.78	3.46	3.29	3.18	3.11	3.04	3.01	2.98	2.96	2.94	2.90	2.87	2.84	2.82	2.80	2.78	2.76	2.74	2.72
7	3.59	3.26	3.07	2.96	2.88	2.83	2.78	2.75	2.72	2.70	2.67	2.63	2.59	2.58	2.56	2.54	2.51	2.40	2.47
8	3.46	3.11	2.92	2.81	2.73	2.67	2.62	2.59	2.56	2.54	2.50	2.46	2.42	2.40	2.38	2.30	2.34	2.32	2.29
9	3.36	3.01	2.81	2.69	2.61	2.55	2.51	2.47	2.44	2.42	2.38	2.34	2.30	2.28	2.25	2.23	2.21	2.18	2.16
10	3.28	3.92	2.73	2.61	2.52	2.46	2.41	2.38	2.35	2.32	2.28	2.24	2.20	2.18	2.16	2.13	2.11	2.08	2.06
11	3.23	2.86	2.68	2.54	2.45	2.39	2.34	2.30	2.27	2.25	2.21	2.17	2.12	2.10	2.08	2.05	2.03	2.00	1.97
12	3.18	2.81	2.61	2.48	2.39	2.33	2.28	2.24	2.21	2.19	2.15	2.10	2.06	2.04	2.01	1.99	1.96	1.93	1.90
13	3.14	2.76	2.56	2.43	2.35	2.28	2.23	2.20	2.16	2.14	2.10	2.05	2.01	1.98	1.96	1.93	1.90	1.88	1.85
14	3.10	2.73	2.52	2.39	2.31	2.24	2.19	2.15	2.12	2.10	2.05	2.01	1.96	1.94	1.91	1.89	1.86	1.83	1.80
15	3.07	2.70	2.49	2.36	2.27	2.21	2.16	2.12	2.09	2.06	2.02	1.97	1.92	1.90	1.87	1.85	1.82	1.79	1.76
16	3.05	2.67	2.46	2.33	2.24	2.18	2.13	2.09	2.06	2.03	1.99	1.94	1.89	1.87	1.84	1.81	1.78	1.75	1.72
17	3.03	2.64	2.44	2.31	2.22	2.15	2.10	2.06	2.03	2.00	1.96	1.91	1.86	1.84	1.81	1.78	1.75	1.72	1.60
18	3.01	2.62	2.42	2.29	2.20	2.13	2.08	2.04	2.00	1.98	1.93	1.89	1.84	1.81	1.78	1.75	1.72	1.69	1.66
19	2.99	2.61	2.40	2.27	2.18	2.11	2.06	2.02	1.98	1.96	1.91	1.86	1.81	1.79	1.76	1.73	1.70	1.67	1.63
20	2.97	2.59	2.38	2.25	2.16	2.09	2.04	2.00	1.96	1.94	1.89	1.84	1.79	1.77	1.74	1.71	1.68	1.64	1.61
21	2.96	2.57	2.38	2.23	2.14	2.08	2.02	1.98	1.95	1.92	1.88	1.83	1.78	1.75	1.72	1.69	1.66	1.62	1.59
22	2.95	2.56	2.35	2.22	2.13	2.06	2.01	1.97	1.93	1.90	1.86	1.81	1.76	1.73	1.70	1.67	1.64	1.60	1.57
23	2.94	2.55	2.34	2.21	2.11	2.05	1.99	1.95	1.92	1.89	1.84	1.80	1.74	1.72	1.69	1.66	1.62	1.59	1.55
24	2.93	2.54	2.33	2.19	2.10	2.04	1.98	1.94	1.91	1.88	1.83	1.78	1.73	1.70	1.67	1.64	1.61	1.57	1.53
25	2.92	2.53	2.32	2.18	2.09	2.02	1.97	1.93	1.89	1.87	1.82	1.77	1.72	1.69	1.66	1.63	1.59	1.56	1.52
26	2.91	2.52	2.31	2.17	2.08	2.01	1.96	1.92	1.88	1.86	1.81	1.76	1.71	1.68	1.65	1.61	1.58	1.54	1.50
27	2.90	2.51	2.30	2.17	2.07	2.00	1.95	1.91	1.87	1.85	1.80	1.75	1.70	1.67	1.64	1.60	1.57	1.53	1.49
28	2.89	2.50	2.29	2.16	2.06	2.00	1.94	1.90	1.87	1.84	1.79	1.74	1.69	1.66	1.63	1.59	1.56	1.52	1.48
29	2.89	2.50	2.28	2.15	2.06	1.99	1.93	1.89	1.86	1.83	1.78	1.73	1.68	1.65	1.62	1.58	1.55	1.51	1.47
30	2.89	2.49	2.28	2.14	2.05	1.98	1.93	1.88	1.85	1.82	1.77	1.72	1.64	1.64	1.61	1.57	1.54	1.50	1.46

TABLE 8-7. (contin'd)

$P(F) = 0.10$

f_2 \ f_1	1	2	3	4	5	6	7	8	9	10	12	15	20	24	30	40	60	120	∞
40	2.84	2.44	2.23	2.09	2.00	1.93	1.87	1.83	1.79	1.76	1.71	1.66	1.61	1.57	1.54	1.51	1.47	1.42	1.38
60	2.79	2.39	2.18	2.04	1.95	1.87	1.82	1.77	1.74	1.71	1.66	1.60	1.54	1.51	1.48	1.44	1.40	1.35	1.29
120	2.75	2.35	2.13	1.99	1.90	1.82	1.77	1.72	1.68	1.65	1.60	1.54	1.48	1.45	1.41	1.37	1.32	1.26	1.19
∞	2.71	2.30	2.08	1.94	1.85	1.77	1.72	1.67	1.63	1.00	1.55	1.49	1.42	1.39	1.34	1.30	1.24	1.17	1.00

$P(F) = 0.05$

f_2 \ f_1	1	2	3	4	5	6	7	8	9	10	12	15	20	24	30	40	60	120	∞
1	161,45	199.50	215.71	224.56	230.16	233.99	236.77	238.88	240.54	241.88	243.91	245.95	248.01	249.05	250.09	251.14	252.20	253.25	254.32
2	18.51	19.00	19.16	19.25	19.30	19.33	19.35	19.37	19.38	19.40	19.41	19.43	19.45	19.45	19.46	19.47	19.48	19.49	19.50
3	10.13	9.55	9.28	9.12	9.01	8.94	8.89	8.85	8.81	8.79	8.74	8.70	8.66	8.64	8.62	8.59	8.57	8.55	8.53
4	7.71	6.94	6.59	6.39	6.26	6.16	6.00	6.04	6.00	5.96	5.91	5.86	5.80	5.77	5.75	5.72	5.69	5.66	5.63
5	6.61	5.79	5.41	5.19	5.05	4.95	4.88	4.82	4.77	4.74	4.68	4.62	4.56	4.53	4.50	4.46	4.43	4.40	4.36
6	5.99	5.14	4.76	4.53	4.39	4.28	4.21	4.15	4.10	4.06	4.00	3.94	3.87	3.84	3.81	3.77	3.74	3.70	3.67
7	5.59	4.74	4.35	4.12	3.97	3.87	3.79	3.73	3.68	3.64	3.57	3.51	3.44	3.41	3.38	3.34	3.30	3.27	3.23
8	5.32	4.46	4.07	3.84	3.69	3.58	3.50	3.44	3.39	3.35	3.28	3.22	3.15	3.12	3.08	3.04	3.01	2.97	2.93
9	5.12	4.26	3.86	3.63	3.48	3.37	3.29	3.23	3.18	3.14	3.07	3.01	2.94	2.90	2.86	2.83	2.79	2.75	2.71
10	4.96	4.10	3.71	3.48	3.33	3.22	3.14	3.07	3.02	2.98	2.91	2.84	2.77	2.74	2.70	2.66	2.62	2.58	2.54
11	4.84	3.98	3.59	3.36	3.20	3.09	3.01	2.95	2.90	2.85	2.79	2.72	2.65	2.61	2.57	2.53	2.49	2.45	2.40
12	4.75	3.89	3.49	3.26	3.11	3.00	2.91	2.85	2.80	2.75	2.69	2.62	2.54	2.51	2.47	2.43	2.38	2.34	2.30
13	4.67	3.81	3.41	3.18	3.03	2.92	2.83	2.77	2.71	2.67	2.60	2.53	2.46	2.42	2.38	2.34	2.30	2.25	2.21
14	4.60	3.74	3.34	3.11	2.96	2.85	2.76	2.70	2.65	2.60	2.53	2.46	2.39	2.35	2.31	2.27	2.22	2.18	2.13
15	4.54	3.68	3.29	3.06	2.90	2.79	2.71	2.64	2.59	2.54	2.48	2.40	2.33	2.29	2.25	2.20	2.16	2.11	2.07
16	4.49	3.63	3.24	3.01	2.85	2.74	2.66	2.59	2.54	2.49	2.42	2.35	2.28	2.24	2.19	2.15	2.11	2.06	2.01
17	4.45	3.59	3.20	2.96	2.81	2.70	2.61	2.55	2.49	2.45	2.38	2.31	2.23	2.19	2.15	2.10	2.06	2.01	1.96
18	4.41	3.55	3.16	2.93	2.77	2.66	2.58	2.51	2.46	2.41	2.34	2.27	2.19	2.15	2.11	2.06	2.02	1.97	1.92
19	4.38	3.52	3.13	2.90	2.74	2.63	2.54	2.48	2.42	2.38	2.31	2.23	2.16	2.11	2.07	2.03	1.98	1.93	1.88
20	4.35	3.49	3.10	2.87	2.71	2.60	2.51	2.45	2.39	2.35	2.28	2.20	2.12	2.08	2.04	1.99	1.95	1.90	1.84
21	4.32	3.47	3.07	2.84	2.68	2.57	2.49	2.42	2.37	2.32	2.25	2.18	2.10	2.05	2.01	1.96	1.92	1.87	1.81
22	4.30	3.44	3.05	2.82	2.66	2.55	2.46	2.40	2.34	2.30	2.23	2.15	2.07	2.03	1.98	1.94	1.89	1.84	1.78
23	4.28	3.42	3.03	2.80	2.64	2.53	2.44	2.37	2.32	2.27	2.20	2.13	2.05	2.00	1.96	1.91	1.86	1.81	1.76
24	4.26	3.40	3.01	2.78	2.62	2.51	2.42	2.36	2.30	2.25	2.18	2.11	2.03	1.98	1.94	1.89	1.84	1.79	1.73
25	4.24	3.39	2.99	2.76	2.60	2.49	2.40	2.34	2.28	2.24	2.16	2.09	2.01	1.96	1.92	1.87	1.82	1.77	1.71
26	4.23	3.37	2.98	2.74	2.59	2.47	2.39	2.32	2.27	2.22	2.15	2.07	1.99	1.95	1.90	1.85	1.80	1.75	1.69
27	4.21	3.35	2.96	2.73	2.57	2.46	2.37	2.31	2.25	2.20	2.13	2.06	1.97	1.93	1.88	1.84	1.79	1.73	1.67
28	4.20	3.34	2.95	2.71	2.56	2.45	2.36	2.29	2.24	2.19	2.12	2.04	1.96	1.91	1.87	1.82	1.77	1.71	1.65
29	4.18	3.33	2.93	2.70	2.55	2.43	2.35	2.28	2.22	2.18	2.10	2.03	1.94	1.90	1.85	1.81	1.75	1.70	1.64
30	4.17	3.32	2.92	2.69	2.53	2.42	2.33	2.27	2.21	2.16	2.09	2.01	1.93	1.89	1.84	1.79	1.74	1.68	1.62
40	4.08	3.23	2.84	2.61	2.45	2.34	2.25	2.18	2.12	2.08	2.00	1.92	1.84	1.74	1.79	1.69	1.64	1.58	1.51
60	4.00	3.15	2.76	2.53	2.37	2.25	2.17	2.10	2.04	1.99	1.92	1.84	1.75	1.70	1.65	1.59	1.53	1.47	1.39
120	3.92	3.07	2.68	2.48	2.29	2.18	2.09	2.02	1.96	1.91	1.83	1.75	1.66	1.61	1.55	1.50	1.43	1.35	1.23
∞	3.84	3.00	2.60	2.37	2.21	2.10	2.01	1.94	1.88	1.83	1.75	1.67	1.57	1.52	1.46	1.39	1.32	1.22	1.00

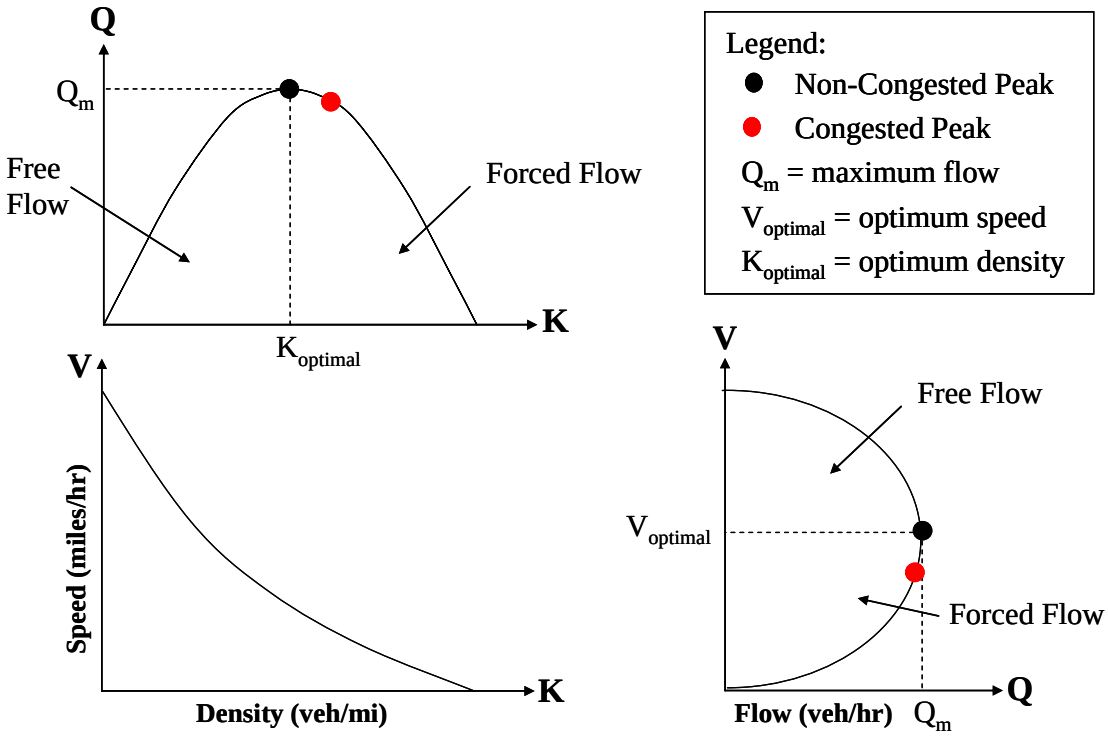
TABLE 8-7. (contin'd)

$P(F) = 0.025$

f_2 \ f_1	1	2	3	4	5	6	7	8	9	10	12	15	20	24	30	40	60	120	∞
1	647.79	799.50	864.16	899.58	921.85	937.11	948.22	956.66	963.28	968.63	976.71	984.10	993.10	997.25	1001.4	1005.6	1009.8	1014.0	1018.3
2	38.51	39.00	39.16	39.25	39.30	39.33	39.36	39.37	39.37	39.40	39.42	39.43	39.45	39.46	39.46	39.47	39.48	39.49	39.50
3	17.44	16.04	15.44	15.10	14.88	14.74	14.62	14.54	14.47	14.42	14.34	14.25	14.17	14.12	14.08	14.04	13.99	13.95	13.90
4	12.22	10.65	9.98	9.60	9.36	9.20	9.07	8.98	8.90	8.84	8.75	8.66	8.56	8.51	8.46	8.41	8.34	8.31	8.26
5	10.01	8.43	7.76	7.39	7.15	6.98	6.85	6.76	6.68	6.62	6.52	6.43	6.33	6.28	6.23	6.18	6.12	6.07	6.02
6	8.81	7.26	6.60	6.23	5.99	5.82	5.70	5.60	5.52	5.46	5.37	5.27	5.17	5.12	5.07	5.01	4.06	4.90	4.85
7	8.07	6.54	5.89	5.52	5.29	5.12	4.99	4.90	4.82	4.76	4.67	4.57	4.47	4.42	4.36	4.31	4.25	4.20	4.14
8	7.57	6.06	5.42	5.05	4.82	4.65	4.53	4.43	4.36	4.30	4.20	4.10	4.00	3.95	3.89	3.84	3.78	3.73	3.67
9	7.21	5.71	5.08	4.72	4.48	4.32	4.20	4.10	4.03	3.96	3.87	3.77	3.67	3.61	3.50	3.51	3.45	3.39	3.33
10	6.94	5.46	4.83	4.47	4.24	4.07	3.95	3.85	3.78	3.72	3.62	3.52	3.42	3.37	3.31	3.26	3.20	3.14	3.08
11	6.72	5.26	4.63	4.28	4.04	3.88	3.76	3.66	3.59	3.53	3.43	3.33	3.23	3.17	3.12	3.06	3.00	2.94	2.88
12	6.55	5.10	4.47	4.12	3.89	3.73	3.61	3.51	3.44	3.37	3.28	3.18	3.07	3.02	2.96	2.91	2.85	2.79	2.72
13	6.41	4.97	4.35	4.00	3.77	3.60	3.48	3.39	3.31	3.25	3.15	3.05	2.95	2.89	2.84	2.78	2.72	2.66	2.60
14	6.36	4.86	4.24	3.89	3.66	3.50	3.38	3.29	3.21	3.15	3.05	2.95	2.84	2.79	2.73	2.67	2.61	2.55	2.49
15	6.20	4.76	4.15	3.80	3.58	3.41	3.29	3.20	3.12	2.96	2.96	2.86	2.76	2.70	2.58	2.58	2.52	2.46	2.40
16	6.12	4.69	4.08	3.73	3.50	3.34	3.22	3.12	3.05	2.99	2.89	2.79	2.68	2.63	2.57	2.51	2.45	2.38	2.32
17	6.04	4.62	4.01	3.66	3.44	3.28	3.16	3.06	2.98	2.92	2.82	2.72	2.62	2.56	2.50	2.44	2.38	2.32	2.25
18	5.98	4.56	3.95	3.61	3.38	3.22	3.10	3.01	2.93	2.87	2.77	2.67	2.56	2.50	2.44	2.38	2.32	2.26	2.19
19	5.92	4.51	3.90	3.56	3.33	3.17	3.05	2.96	2.88	2.82	2.72	2.62	2.51	2.45	2.39	2.33	2.27	2.20	2.13
20	5.87	4.46	3.86	3.51	3.29	3.13	3.01	2.91	2.84	2.77	2.68	2.57	2.46	2.41	2.35	2.29	2.22	2.16	2.09
21	5.83	4.42	3.82	2.48	3.25	3.09	2.97	2.87	2.80	2.73	2.64	2.53	2.42	2.37	2.31	2.25	2.18	2.11	2.04
22	5.79	4.38	3.78	3.44	3.22	3.05	2.93	2.84	2.76	2.70	2.60	2.50	2.39	2.33	2.27	2.21	2.14	2.08	2.00
23	5.75	4.35	3.75	3.41	3.18	3.02	2.90	2.81	2.73	2.67	2.57	2.47	2.36	2.30	2.24	2.18	2.11	2.04	1.97
24	5.72	4.32	3.72	3.38	3.15	2.99	2.87	2.78	2.70	2.64	2.54	2.44	2.33	2.27	2.21	2.15	2.08	2.01	1.94
25	5.69	4.29	3.69	3.35	3.13	2.97	2.85	2.75	2.68	2.61	2.51	2.41	2.30	2.24	2.18	2.12	2.05	1.98	1.91
26	5.66	4.27	3.67	3.33	3.10	2.94	2.82	2.73	2.65	2.59	2.49	2.39	2.28	2.22	2.16	2.09	2.03	1.95	1.88
27	5.63	4.24	3.65	3.31	3.08	2.92	2.80	2.71	2.63	2.57	2.47	2.36	2.25	2.19	2.13	2.07	2.00	1.93	1.85
28	5.61	4.22	3.63	3.29	3.06	2.90	2.78	2.69	2.61	2.55	2.45	2.34	2.23	2.17	2.11	2.05	1.98	1.91	1.83
29	5.59	4.20	3.61	3.27	3.04	2.88	2.76	2.67	2.59	2.53	2.43	2.32	2.21	2.15	2.09	2.03	1.96	1.89	1.81
30	5.57	4.18	3.59	3.25	3.03	2.87	2.75	2.65	2.57	2.51	2.41	2.31	2.20	2.14	2.07	2.01	1.94	1.87	1.79
40	5.42	4.05	3.46	3.13	2.90	2.74	2.62	2.53	2.45	2.39	2.29	2.18	2.07	2.01	1.94	1.88	1.80	1.72	1.64
60	5.29	3.93	3.34	3.01	2.79	2.63	2.51	2.41	2.33	2.27	2.17	2.06	1.94	1.88	1.82	1.74	1.67	1.58	1.48
120	5.15	3.80	3.23	2.89	2.67	2.52	2.39	2.30	2.22	2.16	2.05	1.94	1.82	1.76	1.69	1.61	1.53	1.43	1.31
∞	5.02	3.69	3.12	2.79	2.57	2.41	2.29	2.19	2.11	2.05	1.94	1.83	1.71	1.64	1.57	1.48	1.39	1.27	1.00

APPENDIX IV – TRAFFIC FLOW CHARACTERISTICS

On any freeway, the relationship of flow (veh/hr), density (veh/mi), and speed (mph) is similar to the diagram shown in the following figure. The three parameters are related by the equation Q = K*V. As the flow increases to the maximum capacity, the speed decreases and the density increases to their respective optimum values. Prior to reaching the maximum flow, traffic is considered to be in the 'free' flow condition meaning that drivers have little or no reason to encounter congestion while traversing the freeway segment. When the density and speed surpass their optimal values, the flow is considered 'forced'. When this occurs, traffic becomes congested and a queue is formed. Also, the peak hour does not necessarily have the highest volume. It tends to have the highest density but vehicles travel at a lower than normal speed. Therefore, the flow may be lower than off peak or near peak periods.



Three Parameters of Traffic Flow

The flow, or the service volume, is also related to the number of lanes, lateral clearance, and the proportion of commercial vehicles. As the number of lanes increases, so does the service flow. For example, the service flow rate for two lanes is double the rate of one lane, which means that twice as many vehicles can pass the same point at the same time. As the lateral clearance decreases or the proportion of commercial vehicles increases, the service flow decreases.

This relationship is as follows (*18*):

$$SF_i = MSF_i * N * f_w * f_{HV} * f_p$$

Where:

SF_i = service flow rate of vehicles per hour (vph) for Level of Service (LOS) i under prevailing roadway and traffic conditions

MSF_i = maximum service flow rate of passenger cars per hour per lane (pcphpl) under ideal conditions for LOS i

N = number of lanes in one direction

f_w = restricted lane width and lateral clearance adjustment factor

f_{HV} = commercial vehicle adjustment factor

f_p = recreational vehicle adjustment factor

The service flow rates for their respective LOS and free flow speed under prevailing roadway and traffic conditions are shown in the following table. It can be seen that as the free flow speed decreases, the service flow also decreases and less vehicles can pass a specified point for a given time period.

Service Flow Rates for Various LOSs and Free Flow Speeds
[Source: Highway Capacity Manual – 2000 Version (*18*)]

Free Flow Speed (mph)	LOS	MSF (pcphpl)	1 Through Lane		2 Through Lanes	
			SF (vph)	SF (veh/min)	SF (vph)	SF (veh/min)
70	A	770	588	10	1176	20
	B	1260	962	16	1924	32
	C	1770	1352	23	2703	45
	D	2150	1642	27	3283	55
	E	2400	1833	31	3665	61
65	A	710	542	9	1084	18
	B	1170	893	15	1787	30
	C	1680	1283	21	2566	43
	D	2090	1596	27	3192	53
	E	2350	1794	30	3589	60
60	A	660	504	8	1008	17
	B	1080	825	14	1649	27
	C	1560	1191	20	2382	40
	D	2020	1542	26	3085	51
	E	2300	1756	29	3513	59